



Garden Valley (U88)

Recommended Standard Operating Procedures

Produced by the Idaho Division of Aeronautics

Revision 14-01

Introduction

Welcome to Garden Valley, one of Idaho's premier backcountry airstrip destinations. Mountain flying in Idaho is one of general aviation's most gratifying flight experiences. Idaho has nearly 100 backcountry airstrips that offer access to unequaled outdoor recreation such as camping, fishing and hiking.

At the same time, flying in the mountains of Idaho is a serious, challenging endeavor and the number of recent accidents attests to that fact. Safe backcountry flying requires rock-solid skills in slow flight, airspeed control, intimate knowledge of your aircraft performance and well-prescribed personal limitations. Most of all, safe backcountry flying requires the proper attitude, one that is safe, conservative and professional. A safe flight is a stress-free and enjoyable flight.

The procedures in this document are not a substitute for proper mountain flying training. Pilots interested in developing such skills will find excellent flight training resources on the first page of this document.

These preferred operating procedures were collaboratively developed by the FAA, NTSB, local flight training providers and the Idaho Division of Aeronautics. Our goal is to set a standard for safe operating practices at the Garden Valley Airport. These include proper planning, communications, traffic patterns and inflight decision-making. They are proven procedures based on safe operating practices that will ensure your Idaho flying experience is a safe and enjoyable one.

We look forward to your safe arrival at Garden Valley Airport.

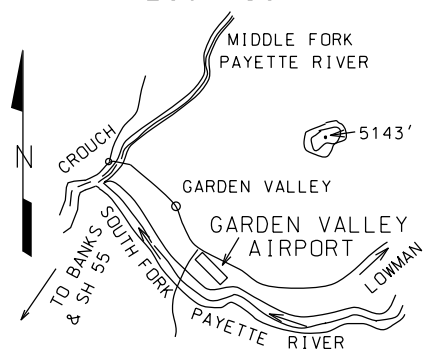
Mike Pape, Administrator
Idaho Division of Aeronautics



GARDEN VALLEY

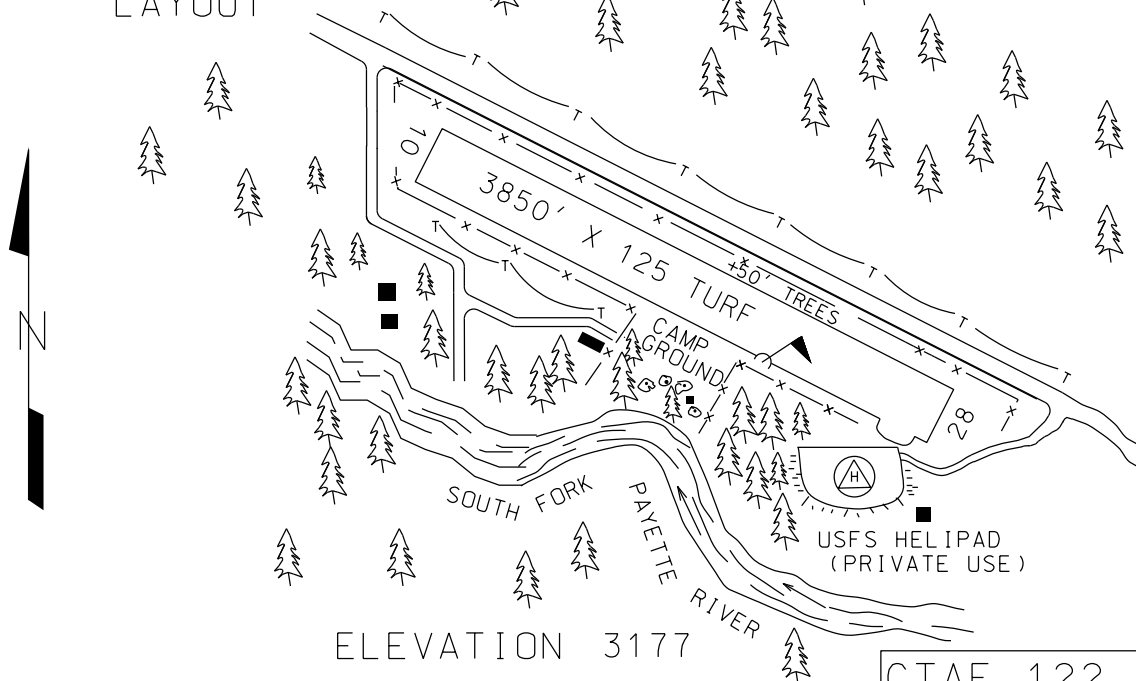
U88

LOCATION



LAT 44°04.02' LONG 115°55.88'

LAYOUT



CTAF 122.9

LOCATION 2 MILES SE OF GARDEN VALLEY

FUEL NO

VOR BOI FREQ 113.3 RAD 004° NM 33.0

SERVICES MAY THROUGH SEPTEMBER
FOOD & LODGING ADJACENT AREA, TIEDOWNS
COURTESY CAR, NO WINTER MAINTENANCE.
WI-FI, CELL PHONE, SHOWER AND POTABLE
WATER.

COMMUNICATIONS CTAF 122.9

MANAGER
208-334-8775, STATE OPERATED

NAV AIDS NO

FBO(s) NO

LIGHTS NO

ATTENDED NO

REMARKS

CAUTION: USFS HELIPORT OPERATIONS ADJACENT TO SE END OF AIRPORT. CAUTION: SPRINKLER HEADS MAY BE IN PLACE ON RWY 10-28. NORMALLY LAND RWY 10, DEPART RWY 28. RUNWAY MAY NOT BE VISIBLE FROM ALL PARTS OF THE TRAFFIC PATTERN. NO WINTER MAINTENANCE.

6-14

GARDEN VALLEY

U88



Preflight Planning

Garden Valley (U88) is part of the vast network of Idaho backcountry airstrips. This mountain valley airstrip sits 32nm NE of the Boise Airport. Careful reading and adherence to the procedures in this manual are essential to maintaining the safety at this particular backcountry airport. Flight planning should include:

- thorough aircraft maintenance status,
- familiarity with NOTAMs,
- backcountry operations,
- Idaho mountain flying tips,
- density altitude calculations,
- common courtesies,
- backcountry etiquette,
- weather en-route and during your stay,
- search and rescue procedures and
- survival gear.

Do not attempt operations at Garden Valley without having a solid fundamental background in mountain flying. The Idaho Division of Aeronautics strongly recommends that visiting pilots obtain an airport checkout before landing at Garden Valley Airport.

The Idaho Aviation Association (IAA) now has a page where instructors list their services and specialties at:

www.idahoaviation.com/instructors.php

Route Planning

Arrivals

Landing Runway 10

It is **recommended** that you land runway 10, wind permitting. Make your initial arrival call at least 5 miles from Garden Valley Airport. Announce your distance, direction and altitude from Garden Valley Airport. Maintain 1,500' above field elevation (AFE) as applicable or minimum (4,700).

*Configure your airplane to canyon maneuvering speed. **Begin a descent to a traffic pattern altitude of 1000' AFE.***

(Garden Valley Airport) N44 04'02. W115 55'88

CAUTION

There could be numerous airplanes departing and arriving west of the airfield. Consistent position reports, traffic scans and use of landing lights are crucial upon descent and throughout the approach into Garden Valley Airport.

Enter the traffic pattern at canyon maneuvering speed and announce your intentions. Conduct a standard left-hand pattern that includes an *upwind, crosswind, downwind, base and final*. Observe the airfield for obstacles and hazards such as airplanes, animals, vehicles, pedestrians and sprinklers. White sprinkler head covers are located left and right of runway centerline.

Landing Runway 28

NOTE

*Landing downstream to the west is **NOT recommended**. Landings to the west should only be considered when wind or weather dictates that landing to the east would be unsafe.*

CAUTION

USFS Heliport Ops adjacent to the SE end of the airport. Activity is greatest during spring and summer months.



Straight in Landing

Straight in landings to Runway 10 or 28 are **strongly discouraged.**

WARNING

By not joining the pattern, there is increased risk of a midair collision. Your radio calls could be masked by terrain. You may not see airplanes, animals, vehicles, pedestrians or sprinklers on the runway until established on final.



Landing Abort Procedures

Runway 10 and 28

At your predetermined abort altitude, typically 200-300' AFE, begin your abort and follow the desired abort path (see map). Pick an altitude that will provide a safe abort procedure. Abort altitudes may vary for every type of aircraft and situation. 200-300' AFE is a good altitude for most aircraft.

NOTE

*You must abort the landing early if you cannot land **on-speed, on aim-point, and within the first 1/3** of the runway. Early recognition to abort is paramount and requires instinctive action by the pilot.*



Departures

NOTE

Declaring intentions, scanning for traffic and use of landing lights are encouraged for departures. Make your initial radio calls prior to taxiing.

Departing Runway 28

West Departure-Example: “Garden Valley traffic, Cessna 20836 departing runway 28 climbing westbound”.



CAUTION

Rising terrain to the north will restrict your view of aircraft on the downwind and base legs.

Departing Runway 10 is Strongly Discouraged
Why?

1. Your takeoff path is directly toward rising terrain.
2. High density altitude conditions could make for a challenging climb to the east.

SAFETY ALERT

Arrivals

Be alert for high-density traffic en-route to Garden Valley Airport during fly-ins.

Runway is not visible from all parts of the traffic pattern.

Runway 10: Prior to making your base to final turn, be sure to scan the final for any straight-in traffic. Straight-in traffic procedures are strongly discouraged.

- Make inbound calls at least 5 miles out. State your intentions on backcountry frequency 122.9. Refer to the VFR Route Planning section of this guide.

Example: “Garden Valley traffic, Cessna 20836 is 5 miles west of Garden Valley airport inbound at 6,000. We will enter an upwind for landing runway 10 Garden Valley”, etc.

- If your landing appears unsafe because of altitude, spacing, speed of preceding aircraft, or any other reason, abort your landing and initiate a go around above 200’ AFE.
- **Common Errors:** excessive speed and/or altitude, landing long and late go-arounds.
- Formation arrivals are highly discouraged.

SAFETY ALERT

Departures



- Make your radio calls prior to taxiing. Rising terrain to the north will mask your view of downwind and base traffic.

Example: “Garden Valley traffic Cessna 208363 is taking off runway 28 with a straight out departure to the west.”

- Formation departures are highly discouraged.

Garden Valley Airport

Notes

- Safety is priority Number One!
- You are always responsible for your safety and the safety of those in your group.
- Mishaps, incidents, or accidents must be reported to the Boise Co. Sheriff's dispatch at (208) 392-4411, and the Boise FAA Flight Standards Office at (208) 387-4000.
- Landing traffic should clear the runway and expedite to parking.
- Use of landing lights while in the pattern is recommended.
- Consider remaining in parking until aircraft on final has landed.
- Pilot training is discouraged at Garden Valley Airport during organized fly-ins.
- Garden Valley Airport has intermittent cell phone coverage. WI-FI service is located adjacent to the pavilion.
- For flight planning services call (800-WX-BRIEF).
- Fuel is not available at Garden Valley Airport. Fuel can be delivered to Garden Valley Airport with prior arrangements.
- Be familiar with high density altitude operations.
- Aerobatic maneuvers, formation flying, and low passes are all highly discouraged over Garden Valley Airport particularly during fly-ins.
- Non-radio equipped aircraft are not recommended during Garden Valley Airport fly-ins.
- During the spring and summer months, sprinklers are active throughout the day.

Please – Add these items to your checklist!

1. Check your ELT on 121.5 after every landing and monitor 121.5 when able during flight.
2. Close your flight plan with the appropriate FAA facility.

Remember- 121.5 ELTs are no longer monitored by satellites. Relying on a 121.5 ELT alone could delay an aerial search by hours-even days! Consider purchasing a 406 ELT, Personal Locator Beacon (PLB) or SPOT. The search process begins within minutes!

Common Courtesy

- Be considerate of other wilderness users. Fly quiet.
- Minimize practice landings and takeoffs.

Important Phone Numbers

Idaho Division of Aeronautics 208-334-8775

Lockheed Martin Flight Serv. 800-992-7433

Garden Valley Caretakers 208-462-9233

Boise County Police Dispatch 208-392-4411

Download the latest version of this SOP at:

www.itd.idaho.gov/aero

Click on:


- Publications,
- Airport Operating Procedures

IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)




Legend

 Garden Valley Airport



0 375 750 1,500 2,250 3,000 Feet

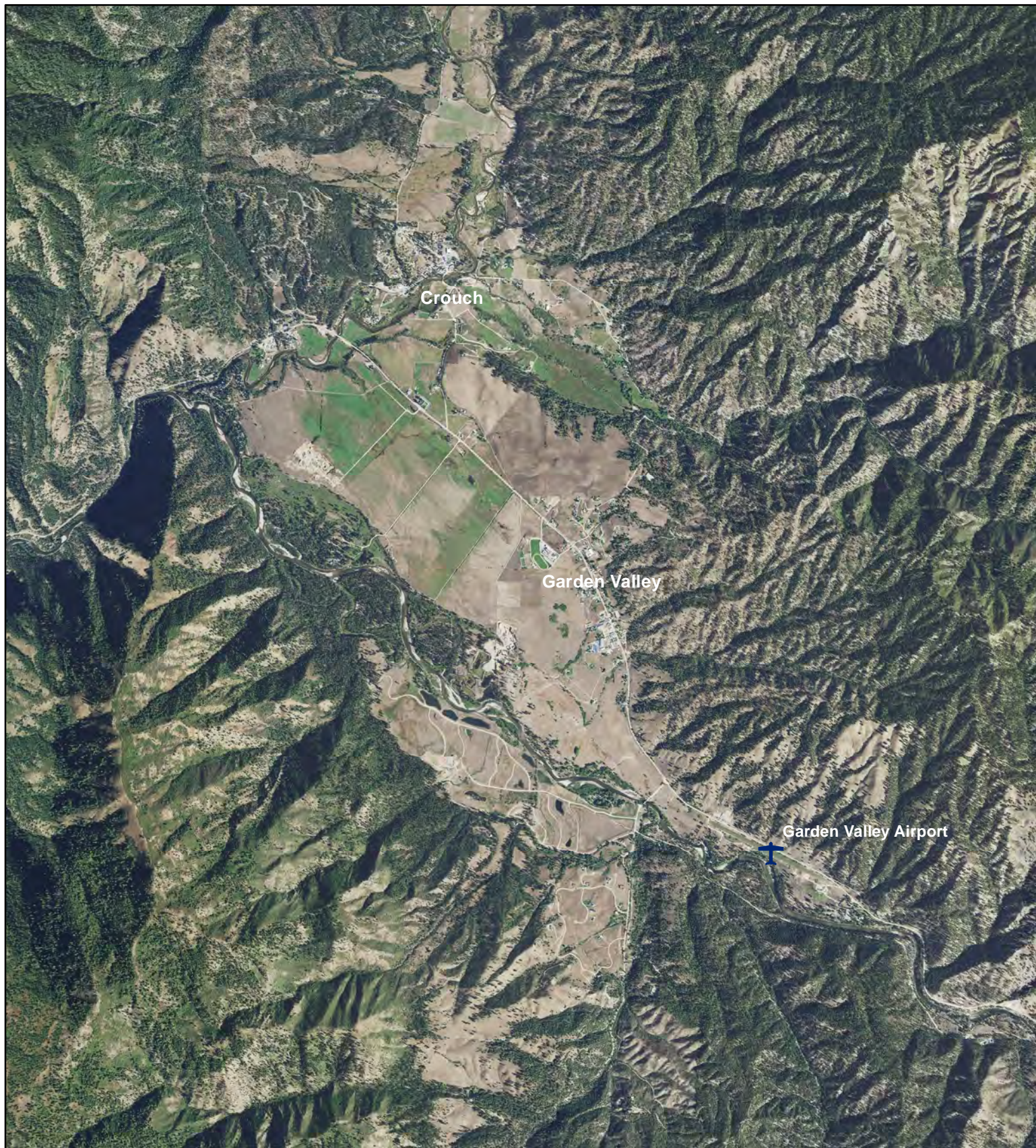


IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Garden Valley



0

0.75

1.5

3

Nautical Miles

IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)

Legend

 Garden Valley Airport Traffic Pattern



Airport Elevation 3177 ft

Garden Valley
High School

Gravel Pit

Blue
Storage
Sheds

Traffic Pattern
1000 ft above
field elevation

0 0.375 0.75 1.5
Nautical Miles



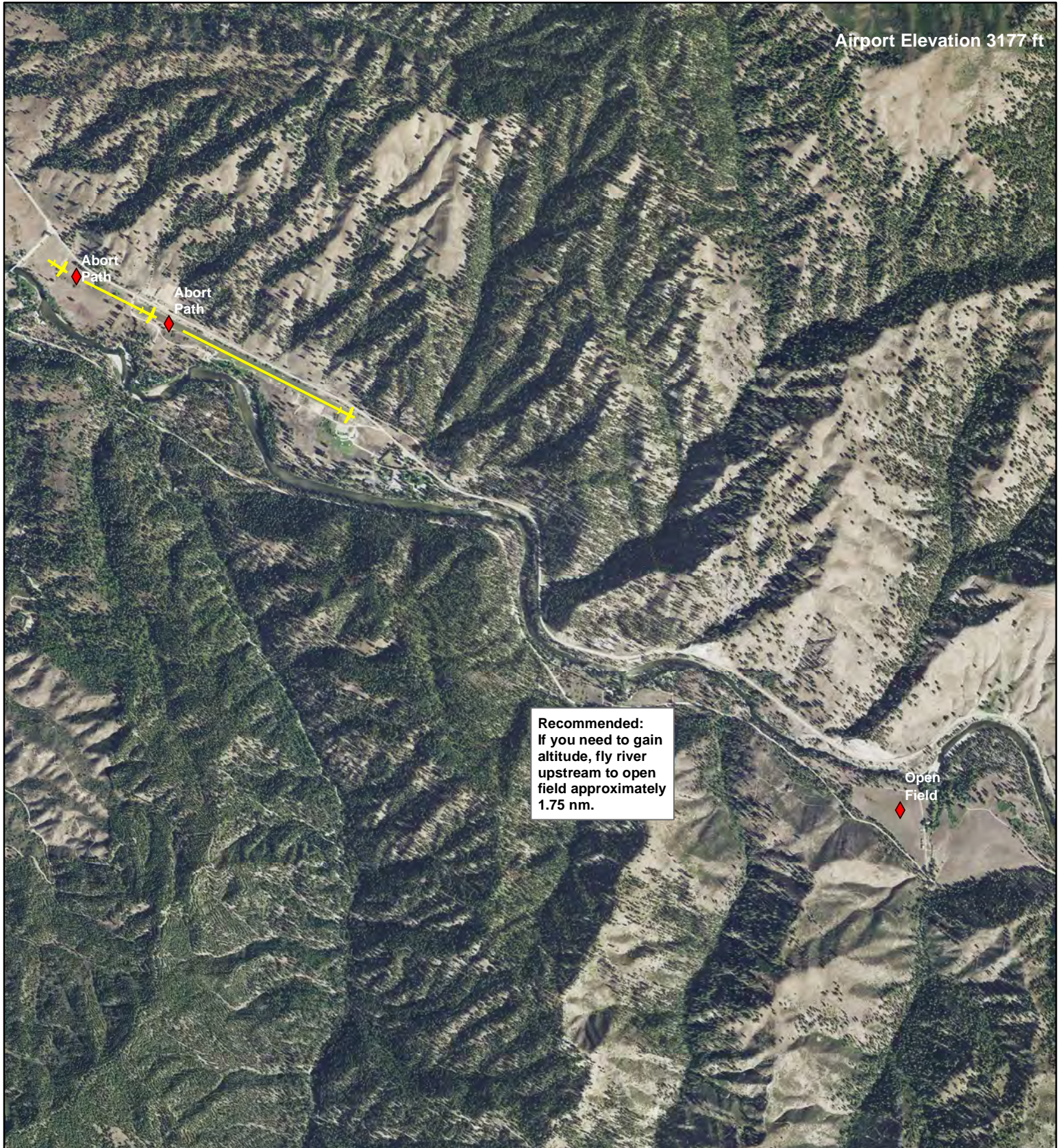
IDAHO DIVISION OF AERONAUTICS

(Recommended Airstrip Operating Procedure)



Legend

 Garden Valley Airport Abort Path



Airport Elevation 3177 ft

Recommended:
If you need to gain
altitude, fly river
upstream to open
field approximately
1.75 nm.

Open
Field

0 0.375 0.75 1.5
Nautical Miles